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369 The city of Thiès, 60 kilometers east of Dakar, contains
433 36,000 inhabitants, according to a recent census. All of its
[162] activity seems to be centered around four principal poles: commercial, industrial, administrative, and military.

• [487] Its commercial activity is due to its position at the cross-roads of important paths of communication: railroad lines from Dakar to Saint-Louis, from Dakar to Bamako, and from Thiès to Kaolack, and roads from Dakar to Saint-Louis and from Dakar to Diourbel, Tambacounda, and the Sudan and Guinea.

[498] It also owes the essential part of its industrial activity to
[464] this implantation at an important rail crossroads; the repair shops of the Dakar-Niger rail system, where nearly 1,000 workers of all grades are employed, have been set up there.

[497] Apart from the workshops of the Dakar-Niger, it must not
[634] be forgotten that Thiès is also where the management of this system resides. And it is also the principal administrative point of a circle /cercle, an administrative district/. We will thus find, besides the workers, a rather large proportion of office employees, managers, and executives.

[712] Finally, the military function of Thiès is due to the presence of two important camps: the "DMA" (Détachement Motorisé Autonome), and an air base.

Besides these four centers of activities which give this city a modern character (economically speaking, at least); a fifth
[166] one intervenes in a not inconsiderable proportion. A rather large
[241] population of cultivators, who in winter cultivate groundnuts and millet in nearby fields, has settled on the periphery of Thiès. And the city is the point to which, at the time of the groundnut trade, all of the agricultural activity of the circle comes to assert itself. Its commercial importance is thereby further increased.

162 /389/ Here is some numerical information concerning
463 the occupational distribution of the population of Thiès.

Out of an economically active population of 11,040 inhabitants at the date of the census, there were counted:

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[133] The presence of a marl-calcareous horizon at a slight depth, the arrangement of the layers sloping toward the east, has favored the formation of a perpetual phreatic layer close to the surface and capable of supplying all the wells of the Thiès plateau.

[361] The Thiès slope describes a concave line 40 kilometers long which begins in the north at the height of Mont-Rolland and ends abruptly in the south at the height of the village of Tiao. The brow of the slope, with an average altitude of 100 meters, is cut broadly and deeply only by the "Ravin des Voleurs." At the foot of the slope there stretches a depressed, more or less swampy zone, /72/ /Fig. 1 appears here/ which borders it from north to south. Beyond Mont-Rolland, toward the northwest, accumulations of dune sand extend to the ocean (Fig. 1).

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175 During the period of the pacification of Senegal by Faïdherbe, Thiès was only a small village of unruly Sérère-None /Serer/, pillagers of caravans when the occasion presented itself. This village was established near the actual site [361] of the Faïdherbe Redoubt, in a shaded and cool spot, hence the name "Diankhène" which was given to it and which means place of repose.

In 1856 Dakar was founded, and Saint-Louis developed. [648] A treaty concluded with the damel of Cayor (2) authorized the

2. Damel, Wolof word meaning sovereign.

[206] installation of a telegraph line to connect these two cities. But the execution of the work came up against the ill-will of the damel and the continual insecurity that prevailed in the region of Thiès.

After the creation of the post of Mbidjem, near Lake Tanma, the /73/ post of Thiès was built in 1863. Its [361] role was to pacify and to cover, in case of necessity, the troops that operated in the region. The latter, coming [487] from Gorée and from Dakar, took the trail /piste/ from Rufisque to Pout and from there reached the post of Thiès and Cayor by way of the "Ravin des Voleurs," the only easy and direct passage that connected Cayor with the Cape Verde Peninsula.

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369 plateaus made up of two volcanic systems of different ages,
 133 separated by a small, low plain, the whole tilting toward the
 east-northeast. This head of the peninsula is savagely attacked
 by oceanic floods which create on these coasts many capes and
 little bays, as well as some little detached islands not very far
 away. It is in one of these little bays, the bay called Dakar,
 361 the most extensive and the best protected, that the great modern
 369 port is located, between Pointe de la Défense and Pointe de
 Bel-Air (Fig. 1).¹ Incontestably, this head of the peninsula makes
 a favorable site for a port city, a site whose equal would be sought
 in vain in West Africa (Fig. 2).²

131 /373/ But even more than the site, it is the location of
 361 this forward cape of Africa that constitutes a trump of the first
 369 order in the cards of Dakar. Crossed by the north parallel 14°
 40' and located at the center of curvature of the great western
 • 487 bulge of the African continent, almost halfway between the
 30th degree north where the desert begins and the regions of the
 Bénin, former slave-dealers, the peninsula occupied an interest-
 ing position in the former navigational system of the central and
 southern Atlantic, for both the ships coming from the north and
 those coming from the south. It was in fact chosen as the first
 place of easy reprovisioning for the sailors who had traveled for
 several days along a desert-like coast from south of Morocco,
 while, for the ships coming from the Gulf of Guinea, it was the
 last place for provisioning available before the Canaries. More-
 over, the tip of the peninsula is the most westerly of all the
 headlands of the Old World. Cape Dunemore in Ireland, which
 is the most westerly in Europe, does not go beyond 11° west of
 Greenwich, whereas the peninsula of Cape Verde goes beyond
 17° west, even reaching 17° 32' 16" at Cape Almadies. Dakar
 is thus more than 500 kilometers west of Casablanca (3); it is

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3. Marcel M. Chartier, "Dakar,
 Port aérien /Dakar, aerial port/,"
 in *Cahiers d'Outre-Mer*, 1948, p. 87.

¹ [See category 116, p. 5 -- Analyst]
² [See category 116, p. 11 -- Analyst]

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therefore one of the Old World's closest points to South America
(4). Dakar and Natal are about 3,000 kilometers apart.

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4. Cape Roxo and the region of
Freetown are closer from Cape St.
Roque by 250 kilometers (cf. J.
Richard Molard, in "La presqu'île
du Cap-Vert /The peninsula of Cape
Verde/," I. F. A. N., Dakar, p. 10).

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These advantages of site and location, however, should
not make one forget that the tip of the peninsula of Cape Verde
did not have easy access. On the one hand, the shallow depths
which border it on its north front caused many shipwrecks, the
pillage of which in part supported the riparian populations, and,
on the other hand, it did not offer any security for the possible
establishment of a settlement because of the very independent
character of the Lébou, who were tightly organized in a geronto-
theocratic republic under the authority of the "Great Serigne" (5).

5. Great Marabout.

after being freed from the bondage of the Damel (6) around 1809.

6. King of Cayor.

Thus, one should not be surprised that the actual occupation of
the peninsula by France was very late. For a long time the island
of Gorée better satisfied the needs of the early navigators. Dis-
covered by the Portuguese at the same time as Cape Verde, in
1444, the island, located off the southeastern cape of the penin-
sula, was still uninhabited when the Hollanders appeared at Cape
Verde in 1588. In 1617 the latter bought it from the chiefs of
the coast "for iron and some nails" (7). This island of less than a

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7. Dr. Cariou, note on Gorée in "La

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369 that Dakar is designated above all as a port d'escale, "a service
439 station," of the tropical Atlantic, provisioning the ships with
504 water and, above all, combustibles; the latter, represented in
former times by coal in particular, are now almost entirely
made up of hydrocarbides, the export and import traffic of which
sometimes represents more than double that of merchandise:
211.1% in 1954, 233.6% in 1955, 186% in 1959.

369 But, beyond this role as a port d'escale, Dakar thrust ahead
439 as a metropolis, governing a large region. In fact it is via Dakar
• 487 that food products (rice, flour, sugar, etc.), cloth and thread,
industrial products, etc. come in, principally destined for Senegal,
Mauritania, and the Sudan, which, in return, send groundnuts,
gum, hides wax, etc. to it for export. This situation is the result
of struggles in the recent past between Dakar and the old mari-
[505] time or river ports which shared the light traffic of former times.
The construction of the port and modern means of communica-
tion with the interior permitted Dakar to eliminate its rivals
very quickly.

369 The establishment of Gorée, caught in a crisis since the
[505] abolition of slavery, despite the resistance, at first active and
then passive, of its municipality (13), has been practically

[113] 13. In the work by J. Charpy
(La Fondation de Dakar /The Founding
of Dakar/, Larose, Paris, 1958), there
is a series of documents on the various
aspects of this resistance.

[162] eliminated from the economic circuit since the accomplishment
of the great work of the commercial port. Business then emigrated
to the continent, while the city went to sleep, losing more and
more of its population; from 3,200 inhabitants in 1872, it went
to 2,068 in 1891, 1,249 in 1910, 998 in 1921, so that the com-
[633] mune was abolished and attached to Dakar in 1929, and then
the entire island was classified as a historical monument in 1944.

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369 The reconstitution of the municipality in 1956, a simple elec-
633 toral operation, proved /378/ /Fig. 2 appears here/ to be in-
capable of giving life to Gorée; at the beginning of 1961 it was
forced to reattach itself to Dakar, for which it is nothing more
than a tourist annex. Nevertheless, due to the crisis in housing
[362] in Dakar, it offers its old houses to workers from the victorious
great city.

369 The elimination of the other rival centers was not as easy,
505 but no less radical. The railroad linking Dakar and Saint-Louis,
496 finished in 1885, did not immediately bring about the decline
• 487 of the old Senegalese capital. On the contrary, asleep since
entry up the river became impossible because of the increase in
tonnage of the ships, it seems to have gained a revival of activity,
especially after the construction of the Kayes-Niger section of
the railroad at the end of the century. In fact the products des-
[439] tined for the Sudan or coming from there, which took the path
of the Senegal River, were subjected to an obligatory freight-
break there, which made Saint-Louis a quite important mart.
But the construction of the Thiès-Kayes railroad after the First
World War and the /379/development of automobile traffic had
the effect, on the one hand, of directly annexing the Sudan to
the zone of influence of Dakar, and, on the other hand, of iso-
lating Saint-Louis and the old escales /trading centers/ of the
Senegal River and accelerating their economic decline (Fig. 2).

369 Bakel, Matam, Podor, and Dagana are no more than administra-
[633] tive centers without any great economic activity. Saint-Louis,
continuing as the capital of Senegal, preserved an appearance of
vitality longer. But in 1957 Dakar robbed it of this function to
the great despair of its population, which, after a phase of vio-
lent opposition, complains today in a passive resistance that the
tokens of sympathy and the promises expressed a thousand times
in the official speeches of the state authorities do not come to
anything.

369 As for Rufisque, for a long time it had more economic
505 trump cards than Dakar. In fact, when the port had not yet been
439 constructed at Dakar, it was more advantageous to load the

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groundnut before exportation has given Dakar an undisputed advantage over Kaolack. In 1957 the exports of groundnut products (shelled groundnuts, oil cake, oil), which represented only about a twentieth of the total traffic of merchandise in the port of Dakar, was more than the total of the import and export traffic of Kaolack (292,000 metric tons as against 220,000 metric tons). In any case neither Kaolack nor Ziguinchor, both located on rivers which are difficult to enter because of the shifting banks of sand or mud, can be dangerous rivals in any way for Dakar, which, because of this, practically thrusts itself on all of Senegal, Mauritania, and the Sudan. On the other hand, Dakar dominates from afar the three other large maritime ports of former French West Africa, Conakry, Abidjan, and Cotonou, whose total traffic in 1957 equaled only about three-fifths of the traffic of Dakar.

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But even though the port is the basic instrument of the power of Dakar, there are other additional elements that reinforce this power.

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First there is the place that Dakar occupies in the sphere of aviation. Since the first direct connection with France via the Mediterranean coast of Spain, Morocco, and Mauritania (16), its role has not ceased to grow on the international plane.

16. Marcel M. Chariter, "Dakar, port aérien," op. cit., p. 84.

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The hydrobase of Bel-Air and the airport of Ouakam, which served the first trans-Atlantic airplanes, are outclassed today by the great airport of Yoff, which was begun in 1940. Well equipped, this airport of international class and one of the largest airports of Africa is by far the most important one in former French West Africa, accounting by itself in 1957 for a fourth of the airplanes (arrivals and departures), a third of the passengers embarking or debarking in former French West Africa, and half of the passengers in transit. For certain directions, such as South America, the passengers from all of West Africa must embark at Dakar.

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369 larger than that of Paris. In Dakar, this function as a metrop-
648 olis, which has been confirmed since the construction of the
633 commercial port, preceded and conditioned the development
of the city.

369 3. The city. The commercial affairs which thus make
166 African products and products from the outside converge toward
167 the Dakar crossroads could not fail to bring with them a great
[487] number of people. First, there are the Goréans, finally resigned
to their fate, who accompany or follow the commercial or
administrative establishments being transferred to Dakar; then,
non-Africans, administrators, technicians, merchants, etc.,
usually arriving from Europe by the same route as that of the
imported manufactured products. But above all there are the
masses who arrive by road and by rail, by these paths of a
money economy which have greatly disturbed the villagers'
traditional institutions and thus communicated to the people
a mobility formerly unknown in the rural world. Willingly or
unwillingly, the rural people of Senegal, of the Sudan, of Upper
Guinea, and of the Upper Volta take to the road and rails to
cast themselves into an /382/ /Fig. 3 appears here/ /383/
adventurous existence which will lead many of them to Dakar
and to settle there. Finally, Africans from Guinea, the Ivory
Coast, and Dahomey, students at the large educational insti-
tutions and officials who come in connection with the functions
of the federal capital, also arrive by sea.

369 This human convergence, which since the last decade of
162 the century has continued to grow, has caused a vertiginous in-
crease in the population. To be sure, for the period before 1955
[633] there were only estimations, all the less certain because the
boundaries of the commune have often changed, but the offi-
cial figures (18), even though they should be corrected here or

[113] 18. Synthèse de la situation économique
de l'ex-A. O. F. durant la période 1948 à

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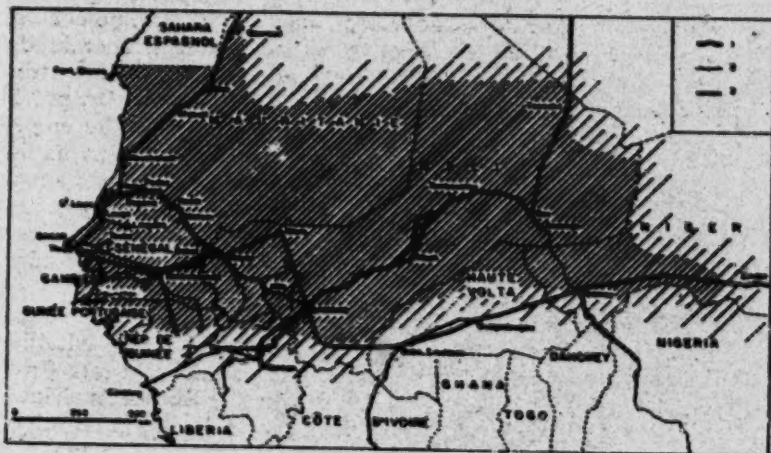


Fig. 6. Dakar's zone of economic influence.

1. Navigable course; 2. railroad;
3. road.

369 Sudanese interior, but also for the whole of former French West
433 Africa through the role of management that the administrative
439 offices, the banks, and the great commercial agencies play from
Dakar.

In truth, however, this pre-eminence of Dakar which rests only on its role as a relay-station, a "service station," which receives for redistribution, carries with it grave weaknesses. And first of all it is necessary to note that the influence of Dakar, which extends supremely over a regional assemblage larger than France, is actually /392/ nothing less than a sign of the underdevelopment of the regions thus dominated. It in fact signifies for them an economy of trade, without local conversion of the products, with few urban centers playing an important role in regional management. Now, precisely this influence, while maintaining the economy of trade, prevents any new orientation of the economy in a national sense. Because of this, the ties uniting Dakar with its zone of influence appear to be of the same nature as those that tie the colonies to their mother countries, or, more accurately, they are only shackles; the nationalism of the new states will confuse them in a similar

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Cape Rouge to Sangomar Point

The hills are near the shore at least as far as the Somone, but the shoreline is fringed with sandy beaches and occasional mangrove swamps. Popenguin, 6 miles from Cape Rouge, has a Roman Catholic church, and, $1\frac{1}{2}$ miles farther, Cape Naze rises to 236 feet. Inland there is a hill of 400 feet. Three miles beyond the cape the river Somone finds its way to the sea through a patch of mangrove-woodland. The coast runs south-eastwards by means of a series of small bays, and the country is more settled and cultivated. A number of sandspits can also be distinguished. These have been built by the prevailing current, and they have either blocked or diverted the short streams and marigots. From the village of Somone, which is a little distance from the river of that name, there is a minor road to Ngaparou, Portudal, and M'Bour (p. 450). Portudal's great days are over, but ships can still anchor about $3\frac{1}{2}$ miles off shore in a depth of 5 fathoms. There is a reef to seaward of the beach, but west of the village a break allows access to a creek, where landing is possible. There are many other reefs and shoals off this part of the coast. Inland, the road is continued near the shore to Joal, but in many places its surface is very rough indeed. Two miles beyond M'Bour the Balling, a seasonal river, meets the sea, and, 3 miles farther still, is Nianing, a local centre for tracks. From here the coast runs almost due south to Sarène point, a low and sandy promontory. After this the road goes inland a little to avoid a shallow bight, heavily fringed with mangroves and crossed by several marshy streams. South of this, and 1 mile north of Senti point, is the village of Ngazobil, conspicuous by reason of its Roman Catholic church. Joal (p. 450) is $2\frac{1}{2}$ miles farther south-east. From this place onwards the coast is extremely swampy and is cut up by creeks and estuaries. Only the principal features can be noted here.

Eleven and a half miles beyond Joal stands the little village of Diakhonor. This marks the northern end of a strip of land which is strongly reminiscent of the Langue de Barbarie. It has been built by the Saloum and the sea, and it separates them for about 10 miles. An old mouth of the river is clearly observable 6 miles south of Diakhonor, and the end of the strip is called Sangomar point.

Sangomar Point to the Frontier of the Gambia

The Saloum is navigable upstream for sea-going vessels for about 100 miles, and on its banks and those of its tributary the Sine

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are the ports of Foundiougne (p. 451), Lyndiane, Kaolack (p. 452), and Fatik (p. 451). Its entrance is obstructed by a bar of shifting sandbanks. The principal channel, the New Passage, is immediately east of Sangomar point and has a width of 650 feet and a depth of 11½ feet. Inside the bar the river is rather deeper. Four miles south-south-east of Sangomar point is Sable island, 2½ miles east of which is Jacksona point. This marks the west side of the imposing estuary of the Djomboss, which is a distributary of the Saloum, but which is also connected to the Bandiala and the Gambia. Southwards there are many shoals and several islands, and navigation is difficult. The largest of these islands is 3 miles long and its northern tip is 7 miles from Jacksona point. Its southern tip is almost opposite another wide estuary, the Bandiala, the source or terminus of a score of muddy creeks. Four miles south-east of this estuary is the frontier of the Gambia. The next 40 miles of coast are, therefore, in British territory.

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Allahine River to Cape Roxo

It has already been noticed that the Allahine (San Pedro) river forms the international frontier between the Gambia and Senegal. The mouth of this river is blocked by sandbanks, so that it connects with the sea only at high tide. For the next 18 miles the coast is flat and treeless, with white sandy beaches on which the sea breaks heavily. There are no landing-points, and off-shore depths are very shallow. After that there are some minor waterways, and, 33 miles from the Allahine, Diogué point marks the northern shore of the estuary of the Casamance. This river, 2 miles wide at its mouth, is navigable as far as Ziguinchor (p. 453) for vessels drawing 15 feet, and as far as Sedhiou (p. 454) and Kolda for smaller craft; but the last 35 miles of its course are through mangrove swamps. The entrance to the estuary is partly blocked by a bar, but there are two places where this may be crossed. One of these, the North Passage, is off Diogué point and has a depth of 13½ feet, and the other, the South-West Passage, is 1½ feet deeper. The coast that faces this passage has a low sandy beach backed by dunes, and the village of Diembering, 8 miles south-south-west of Diogué point, is behind these dunes. The coast curves gradually south-eastwards, still exhibiting the same features but with a number of shallow bays, and between Cape Skiring and Cape Roxo there are many rocks off shore. The latter cape is also low and sandy, and it marks the international frontier with Portuguese Guinea.

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POPULATION AND INLAND TOWNS

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near the Senegal river, the Fulani in the centre of the colony, and the Mandingos in the east of it.

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The District of Dakar

The 66 square miles of the District of Dakar contain 126,929 persons; but the figures for density per square mile mean even less than elsewhere, since most of the inhabitants live in the town itself.

In 1937 there were 118,459 natives and 8,470 Europeans, of whom 6,728 were French. This was about a quarter of the total of Europeans in the whole Federation.

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INLAND TOWNS

BAKEL (14° 52'; 12° 24' W.) Population, 2,103. Provincial headquarters. Medical post. Landing-ground. Regional School. Garage. Daily market.

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Bakel is on the left bank of the Senegal (Plate 83) where the river passes between cliffs some 17 miles below the entrance of the Falémé. It is a local market for gum, ground-nuts, grain, gold dust, hides, and ostrich feathers. Most of the inhabitants are Moslems.

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By river it is 531 miles from St. Louis and 84 miles from Kayes, and there is a fortnightly steamer service when the water permits. By colonial road Bakel is 386 miles from St. Louis, 93 miles from Matam, and 32 miles from Kidira. A bus service connects all these places. The river can be crossed by ferry, and from the Mauritanian bank a poor track leads to Sélibaby (32 miles).

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BAMBEY (14° 40'; 16° 25' W.). Altitude, 59 feet. Population, 4,209. Mixed Commune. Dispensary. Police station. Meteorological station. Landing-ground. Garage. Agricultural experimental station. Daily market.

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Set in the midst of an area of dense population, Bambey is a prosperous market town. The main product of the locality is ground-nuts, and large quantities of these are put on the train each year. They also form the chief speciality of the agricultural experimental station.

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Communications. By railway Bambey is 77 miles from Dakar, 33½ miles from Thiès, 17 miles from Diourbel, and 319 miles from Kidira. It is on the intercolonial road, being 49 miles from Thiès and 16 miles from Diourbel. A colonial road goes almost due south to Fatik (27 miles). There is a daily bus service (p. 473) to Fatik, Foundiougne, and Kaolack.

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[162] BIGNONA (12° 49'; 16° 16' W.). Altitude, c. 60 feet. Population, 1,611. Provincial headquarters. Medical post. Military post. Emergency landing-ground. Garage.

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[162] Bignona stands on the left bank of a small and marshy tributary of the Casamance. Canoes carry a certain amount of merchandise, as also do lorries. The principal items of trade are ground-nuts, palm kernels, wax, rice, and fruit. Most of the native inhabitants are Dioulas.

[491] Colonial roads lead south to the Casamance opposite Ziguinchor (16 miles), east to Sedhiou (58 miles) and Kolda (120 miles), and north-west to Diouloulou (35 miles) and the frontier of the Gambia (46 miles). There are also several minor roads and tracks.

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[162] DAGANA (16° 27'; 15° 34' W.). Altitude, 13 feet. Population, c. 3,500. District headquarters. Medical post. Emergency landing-ground. Regional School. Race-course.

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[187] Dagana is on the left bank of the Senegal, and its chief economic function is as a market for Mauritanian gum. This is shipped down river to St. Louis, 116 miles away. There is also connexion upstream to Podor (61 miles), Bakel (403 miles), and Kayes (487 miles).

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[494] By colonial road Dagana is 86 miles from St. Louis and 332 miles from Kidira. It is on the bus service (p. 474) between these two places. Southwards another colonial road leads across sparsely inhabited country to Dahra (89 miles) and Diourbel (162 miles). From the opposite bank of the Senegal a track goes to Mederdra, some 30 miles distant.

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[162] DIOURBEL (14° 39'; 16° 10' W.). Altitude, 39 feet. Population, 15,442. Mixed Commune. Provincial headquarters. Medical post. Police headquarters. Emergency landing-ground. Power station. Hotel. Garage. Daily market.

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[87] This flourishing town lies across the little Sine river in the middle of a well-cultivated shallow valley. To the north the ground rises somewhat. Diourbel owes its prosperity to ground-nuts, and 100,000 tons of them pass through the town every year. There are several factories for the shelling of the nuts and for the expression of their oil. Besides this, Diourbel is the headquarters of the province of Baol and a route centre. Its inhabitants are mainly Moslems, who have a large and important mosque. There is also a special school for some of chiefs.

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The electric power station has a gas-engine plant that burns the residue from ground-nut presses.

Communications. Diourbel is the railway junction for Routes 3 and 4. By the former it is 50½ miles from Thiès and 302 miles from Kidira, and by the latter it is 31 miles from Touba. The intercolonial road leads westwards to Thiès (65 miles) and Dakar (109 miles) and south-eastwards to Kaolack (40 miles), Tambacounda (230 miles), and Naya (351 miles). Colonial roads go north-eastwards to Dahra (73 miles) and Dagana (162 miles) and south-westwards to Fatik (25 miles) and Kaolack (53 miles).

LOUGA (15° 37'; 16° 16' W.). Altitude, 128 feet. Population, 4,390. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Power station. Garage. Race-course. Agricultural experimental station and farm school. Daily market.

Louga is the scene of the most important cattle market in the whole colony. It is this that has made it a route centre. Other local products are ground-nuts, gum, and millet. Administratively, Louga is the headquarters of the province of the same name and also a military headquarters.

Electricity is supplied by an oil-driven plant.

Communications. Louga stands at the junction of railway routes 1 and 2, being 119 miles from Dakar, 44 miles from St. Louis, and 81 miles from Linguéré. It is on the intercolonial road from Dakar (121 miles) to St. Louis (47 miles). A colonial road runs eastwards across the colony to Dahra (59 miles), Linguéré (84 miles), and Matam (242 miles). There are also minor roads and tracks.

PODOR (16° 35'; 15° 02' W.). Population, 3,168. Provincial headquarters. Medical post. Emergency landing-ground. Regional School. Garage. Daily market.

This riverside town is chiefly important for gum arabic. The gum is brought by the Arabs, sold in the market, and shipped down the Senegal to St. Louis.

Communications. By river Podor is 178 miles from St. Louis and 437 miles from Kayes. Throughout the year the Messageries Africaines run a fortnightly service to and from St. Louis. From July to January the boats also go upstream as far as Matam (234 miles) and in August and September to Kayes. Podor is on the colonial road, being 135 miles from St. Louis and 288 miles from Naya. There is a ferry across the river to connect with tracks to such Mauritanian

361 The oldest part of St. Louis (Fig. 53) stands on an island in the estuary of the Senegal. This island is some 2,400 yards long and averages 350 yards in width, and its southern extremity is $13\frac{1}{2}$ miles from the mouth of the river. It has three main suburbs, N'Dar Toute and Guet N'Dar on the Langue de Barbarie, and Sor on the mainland.

History

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[103] Early navigators in search of the gold of Bambouk used the Senegal as a means of entry to the interior, and in 1658 a settlement was founded. This was the first French post in West Africa, and it was named after the patron saint of King Louis XIV. Its story has largely been told elsewhere, since, from the first, it played a prominent part in the general history of French West Africa as a whole and of Senegal in particular. The main events in the past were its capture by the British in 1759, its recapture in 1779, its second capture in 1809, and its final restoration to the French in 1817. During the eighteenth and nineteenth centuries it steadily grew in size and wealth, but in recent years it has been forced, both commercially and politically, to yield to Dakar.

The Town

361 The original island is now almost completely covered with buildings. These include Government House (Senegal), the Law Courts, the principal barracks, the power station, and the Roman Catholic church in the centre; the prison, two mosques, and another barracks to the north; and the hospital and another mosque to the south. N'Dar Toute has Government House (Mauritania) (Plate 92), the market, and yet another barracks, and Sor has the railway stations and the cemeteries. Guet N'Dar is inhabited almost entirely by natives.

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361 The western arm of the river is crossed by two bridges. The Geôle Bridge, 150 yards long, connects the main town to N'Dar Toute, and it takes its name from the prison near its eastern end. Five hundred and sixty yards south of it is the Servotuis Bridge, the western end of which marks the dividing line between N'Dar Toute and Guet N'Dar. At the other end of it is an open space at present called Place Pétain. In a line with the Servotuis Bridge is the Faïdherbe Bridge across the main stream. Built in 1900, this bridge is 570 yards long and has six fixed spans and a roadway 37 feet wide. Near its western end is a swing bridge with two openings each of 30 yards.

[JOAL]

PORTS

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the British 70 years later, and it did not finally become French until 1763. It is on a sandspit in front of a coastal lagoon. Off shore there is a large sandbank, exposed at low tide.

There is a small wharf, but, owing to the difficulty of access, there is very little trade. In 1937, for example, only 4,600 tons of goods were handled and their value was 4,600,000 francs (£36,970).

The colonial road from Fatik (40 miles) to M'Bour (23 miles) and Rufisque (61 miles) runs through the town. There are also minor roads. From November to June there is a bus service to M'Bour and Thiès four days a week.

FOUNDIOUGNE (14° 06'; 16° 29' W.). Population, 2,734. Mixed Commune. District headquarters. Custom-house. Medical post.

Foundiougne is on an island formed by the Saloum, the Djomboua, and their connecting channels. Much of the district is swampy, but the town itself is on a piece of firm ground on the left bank of the Saloum, 33 miles from the sea.

Anchorage in the river is in 3½ fathoms. There are 8 wharves, of which 1 is owned by the municipality.

The principal export is ground-nuts, but in recent years Foundiougne has declined in prosperity. This is owing to the rise of Kaolack, which is better situated on the north bank of the river and which has much better communications.

There is a ferry across the river, and from its far side a rough road leads to Fatik. South of the river there is a colonial road eastwards to Kaolack (32 miles). Along both these roads there is a bus service, daily in the dry season and fortnightly in the wet.

FATIK (14° 18'; 16° 27' W.). Population, 3,521, including 128 Europeans. Mixed Commune. District headquarters. Medical post. Police station. Emergency landing-ground. Regional School. Garage.

At Nonane, on Marigot de Fatik 14½ miles above its junction with the Saloum, is the site of one of the old *escales*. This is the upper limit for boats drawing 10 feet, but smaller craft can ascend a further 7 miles to Fatik, 58 miles from the sea. The town is on the right bank of the river, which is here called the Sine.

Trade is chiefly in ground-nuts.

Colonial roads lead north to Bambey (27 miles), south-east to Kaolack (28 miles), and south-west to Joal (60 miles), and a minor road south to Foundiougne.

The landing-ground is half a mile west of the town.

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SENEGAL AND THE DISTRICT OF DAKAR

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KAOLACK (14° 07'; 16° 07' W.). Population, 21,973. Mixed Commune. Headquarters of the province of Sine-Saloum. Custom-house. Chamber of Commerce. Medical post. Police headquarters. Meteorological station. Landing-ground. Wireless station. Regional School. Roman Catholic mission. Bank of West Africa. Banque Commerciale Africaine. Hotels. Garages. Race-course.

[439]

Kaolack exports more ground-nuts than any other port in the Federation. It is a well-planned town with squares and trees, and it is on the right bank of the Saloum, 71 miles above its mouth, where the river is 100 yards wide. It is the limit of navigation for sea-going ships.

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In 1904 Kaolack had only 300 inhabitants, but the development of communications in the neighbourhood has caused it to grow to its present size. The figure given above is for the permanent population only. At the height of the ground-nut season there are an additional 20,000 temporary inhabitants.

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Trade

[439] During the first quarter of 1939 Kaolack exported 32,259 tons of ground-nuts (Plate 122), as against 26,832 tons from Dakar. Owing to the bar across the Saloum, however, many ships do not load to their maximum capacity but go on to Dakar to complete their lading.

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Across the river from the town is a large salt-works.

The Port

[504] On the north bank there are concrete quays with a total length of over 2,000 feet and on the south bank there is a small wharf. At Lyndiane, 9 miles downstream, is a wharf belonging to the firm of Peyrissac et Cie.

Communications

[498] *Rail.* Kaolack is the terminus of Route 5 to Guinguiné (14 miles), and is therefore 142 miles from Dakar. It is also the terminus of Route 6 to Lyndiane (6½ miles). Both stations are close to the river, and there is a line directly on to the quays.

[491] *Road.* Intercolonial roads lead northward to Gossas (25 miles), Thiès (82 miles), and Dakar (126 miles), eastward to Kafrine (37 miles) and Tambacounda (188 miles), and south-south-westward to Messira (49 miles) and the frontier of the Gambia (57 miles). The last-named road crosses the Saloum by a bridge. A colonial road goes north-west to Fatik (28 miles), another south-east to Niore

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SENEGAL AND THE DISTRICT OF DAKAR

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SEDHIOU (12° 42'; 15° 31' W.). Population, 1,653. Provincial headquarters. Medical post. Emergency landing-ground. Regional School.

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Sedhiou is on the right bank of the Casamance, 68 miles above Ziguinchor and 110 miles from the sea, and it is only usable by vessels drawing up to 5 feet. Formerly more prosperous than it is to-day, it has some brick buildings and shops. Many of the traders are Syrians, and there is a modest export of ground-nuts, hides, rice, and wax.

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By colonial road Sedhiou is 58 miles from Bignona, 74 miles from Ziguinchor, and 62 miles from Kolda.

11. MINERALS

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THE principal mineral exported from the colony is ilmenite, which is washed from beach sands between Rufisque and Cape Rouge, between Joal and Diakhanor, and at the mouth of the Casamance. Zircon (Vol. I, pp. 295-6) is obtained from the same sands, the ilmenite:zircon ratio being about 3:1. Other minerals of potential value are phosphates and limestone, both of which occur in Lower Eocene strata. Lenticular beds of phosphate, ranging from 30 to 65 per cent. bone phosphate of lime, are found near Matam and near Thiès. Limestones and marls are more widespread than in any other colony, and at Rufisque they have been worked experimentally for the commercial production of cement. Bitumen has been encountered at Dakar in borings for water, but investigations have shown that the geological structure is unsuited to the accumulation of petroleum.

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12. AGRICULTURE

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THE Gambia divides the millet from the manioc zone, but ground-nuts are the chief crop of both. Sisal-growing is an important, though more recent, industry. South of the Gambia the Casamance Territory provides a rich area for fruit and subsistence crops as well as for ground-nuts.

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There is far more production for export than in any other colony.

Food Crops

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Millet. Millets form the staple diet of the majority of the native population and are grown all over that part of the colony north of the